



GEOMETRIC LEGEND

===== EXISTING
===== PROPOSED

UTILITY LEGEND

STORM DRAIN
GAS MAIN
WATER MAIN
SEWER MAIN
ELECTRIC CABLES
AERIAL CABLES
TELEPHONE CABLES
FIBER-OPTIC

- GENERAL NOTES**
1. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE, THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
 2. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, AND THE HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS TO MEET CLEARANCES AS SPECIFIED IN MD STD. 816.03, MD STD. 818.01, MD 818.02, AND MD STD. 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL PROPOSED SIGNAL EQUIPMENT.
 3. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
 4. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED AND APPROVED BY THE DIRECTOR OF THE OFFICE OF TRAFFIC AND SAFETY.
 5. PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF SIDEWALKS AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF THE DETECTABLE WARNING SURFACES.
 6. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING UNUSED CABLES FROM EXISTING HANDHOLES AND CONDUITS UTILIZED FOR REVISION 'D'.
 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND FOR PROPERLY LABELING EACH CABLE.
 8. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
 9. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
 10. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
 11. FOR TEMPORARY PAVEMENT MARKINGS, REFER TO THE TRAFFIC CONTROL PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MD SHA STANDARDS.
 12. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.

- MOT PHASE 3B NOTES**
1. PHASE 3B CONSTRUCTION WILL ENTAIL THE INSTALLATION OF PEDESTAL POLES WITH PEDESTRIAN COUNTDOWN SIGNAL AND APS PUSHBUTTONS AND SIGNS. ALL INSTALLED EQUIPMENT SHALL BE WIRED TO THE NEW CONTROLLER FOR OPERATION IN MOT PHASE 4.
 2. INSTALLATION OF HANDHOLE AND CONDUIT FOR INTERCONNECT AND NON-INVASIVE PROBES TO THE EAST WILL OCCUR IN THIS PHASE.
 3. PEDESTRIAN SIGNAL EQUIPMENT #16 AND #20 SHALL BE RE-WIRED FOR THIS PHASE OF CONSTRUCTION.

CENTURY ENGINEERING
CONSULTING ENGINEERS - PLANNERS
10710 GILROY ROAD
HUNT VALLEY, MD 21031

APPROVALS	
TEAM LEADER	ASST. DIR. CHIEF
DIVISION CHIEF	OFFICE DIRECTOR

REVISIONS	
1	BRAC RECONSTRUCT TRAFFIC SIGNAL SHA# AA5805370 10/2010
2	ENB 1/24/97 1/24/97 1/24/97 1/24/97
3	ASBULT SHA# BW860802512
4	RRZ 2/9/96 10/21/96
5	REDESIGN SIGNAL DUE TO GEOMETRIC CHANGES SHA# BW860802512
6	RRZ

PHASE 3B

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 175 (ANNAPOLIS ROAD) AT
26TH STREET/DISNEY ROAD
FORT MEADE, MD

MOT PHASE 3B - TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 4/26/1984 CONTRACT NO. AA 797-501-585

DESIGNED BY MICKEY CORNELIUS COUNTY ANNE ARUNDEL
DRAWN BY MICKEY CORNELIUS LOGMILE 02017507.10
CHECKED BY TIMS NO.
F.A.P. NO. TOD NO.

TS NO. 1959D3B DRAWING SG-15.3 OF 26 SHEET NO. 135 OF 195